LETTER - PARKING FEE

May 5, 1965

Mr. James E. Monroe
Executive Secretary
American Hibiscus Society
P. O. Box 98
Eagle Lake, Florida.

Re: June 1965 Conference

Dear Mr. Monroe:

Thank you for the copy of your April 23 bulletin to your Society members. We are indeed looking forward to having you all with us!

Mr. Monroe, since our last writing the Port Authority at our dock in Riviera Beach have informed us they are now charging $1.00 per day parking for any individual leaving their automobile dockside. This policy was set up strictly by the Port Authority and our Grand Bahama Hotel and the ship office had nothing to say about this decision.

Prior to this time, the parking area was along the street, next to our ship building and just about in any area adjoining to the dock. Now the Port Authority have put up a fence and have a man on hand 24 hours a day to protect this parking area to see that everything is safe.

As soon as we received this information, I felt you and President Lyon should be advised so you are fully aware of this $1.00 per day parking charge. Apparently the Port Authority collects this parking fee as each car drives into the parking area . . you merely tell these officials the approximate time you will be at the island . . and the fee is based on $1.00 per day.

Had we known that this situation might develop, I certainly would have told you . . but I guess the best we can do now is to let your people know there will be this nominal parking fee at the dock.

Kindest regards,

Pat Ruff, Assistant Director of Sales



INTRODUCTION - Mr. Ross Gast

Fifty years ago, in his spacious Honolulu garden Alonzo Gartley crossed a native white hibiscus (H. Arnottianus) with a red hibiscus from India (H. Rosa Sinensis). The result of this interspecific cross was a large single pink, an horticultural variety which Gartley named "Agnes Galt", for the wife of his friend, John Galt. That this variety is still widely grown should give pause to some of us modern hibiscus breeders, for how many of our Tricolor winners will be around fifty years from now?

Alonzo Gartley, whose paper on hibiscus hybridization (reprinted from the "Friend", February 1913) follows, was one of the several Honolulu businessmen who were responsible for establishing the hibiscus hobby in Hawaii. He was not the first, however; Archibald Cleghorn, brother-in-law of King Kamehameha IV and governor of Oahu, is credited with having crossed the native Hawaiian species with H. Rosa Sinensis as early as 1872. By the turn of the century interest had greatly increased, to reach a peak during the period 1910-1914. In 1911, an Hibiscus Society was organized, and that year, held its first show at which 2,000 different forms were on display.

One of the earliest hibiscus breeders, Valentine Holt, brought his extensive collection to the Hawaiian Agricultural Experiment Station in 1911, and took a position there as Assistant in Horticulture. The Station report of that year shows that Holt gave out 3,000 hibiscus cuttings to the public, and the following years, 25,000 cuttings were distributed.

By 1913, the year the article which follows was published, a bulletin on hibiscus, written by E. V. Wilcox and Valentine Holt was issued by the Station as their Bulletin No. 29, "Ornamental Hibiscus in Hawaii." Now long out of print and difficult to secure, it is still the most comprehensive work on hibiscus available. It gives the parentage of, and describes 239 forms, including 33 varieties brought in from Fiji, India, and other parts of the world

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